

# ROADS WILL FIGHT TO FINISH; STRIKE SHUTS DOWN TUBES

TO-NIGHT'S WEATHER—Fair.

Get the Country  
Back on Peace Basis

The

Evening

World.

TO-MORROW'S WEATHER—Fair.

FINAL  
EDITION

"Circulation Books Open to All."

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## SLASH IN COAST DEFENSE ESTIMATE STILL LEAVES IT NEARLY DOUBLE WAR FIGURE

Showing of Economy Deceptive, and Promises No Relief to Taxpayer.

PEACE BASIS FAR OFF.

Demand for \$118,000,000  
Cut to \$18,833,442, 70%  
More Than This Year.

By Martin Green.  
(Special Staff Correspondent of The Evening World.)

WASHINGTON, April 10.—One of the most flagrant examples of the influence of the war spirit, fostered in the War Department and kept alive by inability on the part of the department to realize that the war is over, was the demand for \$117,793,330 for fortifications, guns, equipment, ammunition and all that goes with fortification defense purposes, for the forthcoming fiscal year. The Evening World called particular attention to this item more than two months ago.

The Appropriations Committee has just reported to the House a recommendation that the amount to be expended for fortifications and all purposes connected therewith next year be limited to \$18,833,442. On its face this looks like a tremendous cut and an overpowering example of the desire of the House to enforce the economy demanded in public expenditures by the condition of the Treasury, but this is a case in which figures are deceptive.

Although toned down, the appropriation still bears the stamp of extravagance. What is demanded at this time is a return of all departments of the country to a peace basis until the Treasury deficit is demobilized and taxation is no longer oppressive.

The best way to look at this \$18,833,442 recommendation is to associate it with previous expenditures. CALLS FOR INCREASE OF 70 PER CENT. OVER THIS YEAR.

Prior to 1917 the appropriations for fortifications never exceeded \$10,000,000 a year. And the appropriation for the current year, made while the war was still warm in the minds of the people and before the army had been demobilized and long before the bulk of our troops had been returned from France, was only \$11,211,721.

So the recommendation of the House Appropriations Committee actually calls for the expenditure of \$7,961,451 more for fortifications than was provided for in the current year.

(Continued on Second Page.)

## GROGGY SHIP CREW PUTS PASSENGERS IN PANIC AT SEA

Subdued With Pistols After Robbing—"Hell's Own Time," Says Captain.

The Peruvian steamer Elen, Capt. S. W. Roseau, arrived to-day from Cape Town for which port she sailed on Jan. 17 with an American crew. According to the officers they had "hell's own time" coming and going. The crew shipped so the members could get grog and the first information that they had it was when on the outward trip a sailor named Larsen went crazy from drinking wood alcohol. He was prevented from jumping overboard but died two days later.

At Port Elizabeth the captain refused the crew shore leave, so they all swam ashore and landed in saloons, jail and hospitals, after threatening to throw the immigration officer overboard. They were rounded up and the same performance was repeated at East London. One man jumped overboard while being taken back to the ship and was rescued by Dr. M. S. Macdonald and hauled on board. At Durban and at Cape Town they were locked up by the immigration authorities for six days, but still they got drunk, and one man assaulted the third officer and came home in the brig. Fire broke out on the vessel but was quickly extinguished.

On the voyage home from Cape Town some of the crew terrorized the rest as well as the eighty-two passengers, and the officers trod the deck and told gags. Passengers were robbed and sailors beaten up and two of the latter were treated for gunshot wounds. The immigration officials took off a sailor named John Irwin and detained him at Ellis Island charged with being a professional agitator.

Upon learning that their liquor was to be taken away upon arrival at the pier, the men consumed it all and no ship ever reeled in a southeast gale as did the crew of the Elen. No passengers were ever more glad to step ashore than were those from Cape Town.

## COMMITTEE URGES CHANGES IN NAVY

Members Protest That Senators Exceed Their Authority in Recommendations They Plan.

WASHINGTON, April 10.—Recommendations for complete reorganization of the navy will be made by the Senate sub-committee which has been investigating Rear Admiral Sims' charges. It was decided today.

The sub-committee came to this decision by a strict party vote. Senators Pittman and Trammell, Democratic members, announced they would protest to the full committee that the sub-committee had no authority to go beyond an investigation of Sims' specific charges.

## \$1,500,000 BOND THEFTS CLEARED BY BROKER SULLIVAN

"Nicky" Arnstein Reported Leading Figure in Statement Made to Prosecutor.

LONG LIST OF NAMES.

Dooling Asserts Mystery of Wholesale Wall Street Robberies Is Solved.

Assistant District Attorney John T. Dooling announced to-day that he has received from David W. Sullivan, indicted Wall Street broker, a statement "which clears up the long series of Wall Street robberies."

A report that Sullivan will plead guilty on one of half a dozen indictments when he appears before Judge Malone in the Court of General Sessions next Monday was neither denied nor confirmed either by Mr. Dooling or by Sullivan's counsel, George W. Whiteside.

Mr. Dooling did say, however, that a plea of guilty would save the State the costs of a long trial and that the statement already received from Sullivan would be of great assistance in other cases. Mr. Whiteside, when asked about his client's purpose, said it would be necessary to wait and "see what happens in court."

Sullivan is accused of receiving and disposing of about \$500,000 worth of securities stolen by messengers in the financial district. His statement to the District Attorney is reported to clear up not only these cases but also the disposition of about \$1,000,000 worth of additional stocks and bonds that passed through his hands.

The statement is full of names and addresses, and "Nicky" Arnstein is reported to be prominently mentioned, although it is understood that "Nicky's" present address is not given.

When Sullivan was arrested on Jan. 18 last, he retained William J. Fallon as counsel. When the case was called before Judge Malone last Wednesday it was learned that Mr. Fallon was no longer the defendant's counsel and that Mr. Whiteside had been substituted. A postponement until next Monday was asked and granted.

When Sullivan went to Mr. Dooling's office to make his statement, he was accompanied by Mr. Whiteside. It is said that the statement puts most of the onus on Arnstein and one Cohen, both fugitives. It includes the names and addresses of persons from whom Sullivan says he received the securities.

Recently Mr. Dooling, accompanied by detectives for the National Security Company, which was the biggest loser through the Wall Street thefts, has made an investigation at Washington, D. C., where the firm of Sullivan & Company formerly had a branch office.

After returning to New York Mr. Dooling received daily visits from two men under indictment for whom bench warrants have been issued. Their testimony is reported to have confirmed important parts of the Sullivan statement.

25,557 IN NORWALK, CONN.

CORNING, N. Y., has 15,820, an increase of 2,090.

WASHINGTON, April 10.—The Census Bureau to-day announced the following 1920 population figures:

Norwalk, Conn., 17,557, and Danbury, since 1910 of 24,415, or 124 per cent. Corning, N. Y., 15,820, and increase of 2,090 or 13.2 per cent.

## MEAT PRICES SOAR DESPITE ARRIVAL OF BIG SHIPMENT

4,740,000 Pounds Promptly Taken From Cars by Merchants and Distributors.

NO SHORTAGE OF FOOD.

Prices in All Perishables Continue to Mount in Market Here.

The New York Central to-day gave out the following statement: "Because of its tracks on the West side, the only railroad rails leading directly onto Manhattan Island, the New York Central Railroad last evening brought in a total of 4,740,000 pounds of fresh and cured meats, which was promptly taken by merchants and distributors from the various stations, and also by motor trucks which backed up to the cars placed on team tracks. This meant in one single shipment one pound of meat to each person for nearly 5,000,000 New Yorkers."

"The meat train which came through from Chicago unbroken and on fast time consisted of 75 refrigerator cars packed to their capacity of about 25 tons each with fresh beef, pork and mutton as well as many solid carloads of ham and sides of bacon."

Large quantities of foodstuffs arrived over the Central lines last night. One solid meat train of sixty refrigerator cars will arrive over the Central line to-day. It was said, and another should be on the West Side tracks for delivery Monday.

"New York merchants," Vice President Crowley of the Central said, "without exception have shown a willingness to accept delivery wherever it is possible to back up a truck to a freight car. This has helped wonderfully. They admit that if traffic on the rivers and in the harbor were completely suspended such fast train schedules would bring food enough to the West Side tracks to prevent actual famine."

Despite the arrival of the fresh meat last night dealers to-day ran prices up.

In the markets on Tenth Avenue, hinds and ribs of fine steers were selling at from 20 to 32 cents, as against 20 cents the first of the week. Prime steers (whole) were selling at from 22 to 23 cents against 20 and 20 1/2 cents. Monday, and lamb was offered at from 40 to 42 cents as against 36 to 38 cents three days ago. Butter and eggs were also up. Creamery butter being quoted at 72 cents, as against 65 cents the first of the week and eggs at 47 against 45 1/2. Eggs sold yesterday at 44 cents, and creamery butter at 71 1/2.

## TEACHER HIDES HOLES IN TROUSERS BY KEEPING SEAT

A TEACHER who said that he had to keep seated because he did not want the children to see the holes in his trousers and another who said that he did not own the suit of clothes he wore and was in debt for food, were included in a delegation of forty male teachers in the elementary grades which called upon Mayor Hylan to-day to protest against the provisions of the Lockwood-Donohue Bill now before the Legislature.

Mayor Hylan said that he was surprised to learn that the bonus of \$100 that was supposed to have been given last year to all teachers receiving less than \$1,000 a year was given to female teachers and not to male teachers. The matter will be considered by the Board of Estimate Monday.

## ERIE RUNNING FEW TRAINS; PASSENGER EMBARGO NEAR

## BROKEN CONTRACT OF 45,000 RAIL MEN THROWS HUNDREDS OF THOUSANDS OUT OF WORK

Strike Spreads, Despite Efforts of Union Leaders to Get Members Back.

OTHER INDUSTRIES HIT.

Innocent Workers Suffer Because of Lack of Coal and Raw Materials.

CHICAGO, April 10.—Despite assertions by railroad Brotherhood officials of a break in the ranks of "outlaw" Chicago switchmen and engine men precluding a return to normal, unauthorized railroad strikes throughout the country assumed serious proportions to-day with reports indicating nearly 45,000 men were idle.

In the Chicago district, which Brotherhood heads regard as the key to the situation, improved conditions were reported with some strikers returning to work, but from other sections came reports of new walkouts and a strengthening of the insurgents' force. Railroad across the country from Eastern ports to the Pacific Coast announced embargoes on freight shipments at various points, and in industrial centers thousands of workers had been thrown out of employment as plants restricted operations because of lack of fuel and raw materials.

## ADMIT STRIKE IS INJURING THOUSANDS OF WORKERS.

Brotherhood officials declared reports that 45,000 switchmen and engine men were out were exaggerated, but admitted that the seceding workers had gained strength outside Chicago. They asserted that the strike soon would be broken in the Chicago district and said with that accomplished it was simply a case of allowing the "strike fever" to burn out in other sections.

Officials of the five big railroad brotherhoods communicated to the

(Continued on Second Page.)

## U. S. NOT TO INTERFERE.

Wilson Will Act Only if Transportation Is Paralyzed.

WASHINGTON, April 10.—(By The Associated Press)—Should the strike of the railroad employees threaten a paralysis of transportation the Federal Government would have to intervene, it was said to-day by high administration officials.

The strike is not regarded as having reached that stage, however, and Government officers who are keeping in close touch with the situation are of the opinion that the authorized leaders of the unions will be able to control with Government interference.

## ARREST NEW YORK WOMEN

Charged With Picketing British Embassy in Washington.

WASHINGTON, April 10.—Mrs. James Walsh of New York City was styled herself as "Captain" of the Irish pickets, and two other women who were bearing banners in front of the British Embassy in Philadelphia and Mrs. Katherine of Columbia of New York.

The other two women are Mrs. Thomas Curran of Philadelphia and Mrs. Katherine of Columbia of New York.

TAKE BELL-ANS AFTER MEALS AND GO TO BED. GOOD DIGESTION makes you look—Age.

## Shut-Down Through Rail Service Threatened by To-Night—Penn- sylvania Takes Off Many Trains —U. S. Watches Strike Leaders.

CHICAGO, April 10.—Railroad managers will not treat with the "outlaw" unions and the only contracts to be recognized are those with the established brotherhoods, it was announced at the headquarters of the General Managers Association here to-day.

Committees appointed by the strikers to wait on the managers and ask for contracts will not be received.

"Our contracts with the brotherhoods cover all the men now on strike," Secretary Snyder of the General Managers said. "If the strikers want contracts they have only to return to their unions. We will recognize no outlaw organization."

Late afternoon changes in the local strike situation were the starting by the Erie Railroad of outward bound commuters' trains from Passaic, Rutherford and Kearney, the passengers riding to those points and others remote from the switchmen's strike area on fifty-cent bus lines; a strike of the members of the Maintenance of Way Brotherhood of the Pennsylvania; the starting of the Erie's fastest Chicago train an hour and a half late and the failure of the Marine Workers after an all-day drive afloat and shore to decrease the rehabilitated ferry lines.

The engineers and firemen of the Erie Railroad, members of the brotherhoods hitherto held out of the strike by their international leaders, joined the outlaws of the other brotherhoods to-day, causing a cessation of through as well as commutation passenger trains and ending all freight traffic.

An admission was made by the Committee of General Managers through J. J. Mantell, Chairman, that the situation is more serious than it had been. He admitted for the first time that a food shortage, including a stoppage of the city's milk supply, was inevitable unless a settlement was reached within two or three days.

The switchmen in the Sunnyside Yards of the Pennsylvania system at Long Island City quit overnight and as a result there was delay in making up through trains for the Pennsylvania terminal, many of them being cancelled or consolidated with other trains.

The strike of the trainmen of the Hudson and Manhattan Tubes at 5 o'clock this morning was completely effective and caused congestion and endless confusion at the ferry terminals.

Organization of a new railroad

hands to have one day a week off and

a two weeks' vacation with pay.

The motor men of the Erie and

Manhattan tubes, who had a

part in the vote ordering the strike,

met in Jersey City to-day at Han-

cock Hall to discuss joining the out-

laws of the Trainmen's Brotherhood.

The motor men are members of the

Brotherhood of Engineers and were

urged to strike in order that a sym-

pathy strike might be started among

the Brotherhood engineers of the

steam roads.

On information that the outlaw

strike is the result of agitation of

I. W. W. agents and other organized

provokers of disorder seeking to break

up the orderly control of recognized

labor unions a large number of De-

partment of Justice agents were as-

signed to New Jersey and the Bronx

to-day to seek out known agitators

and strike meetings.

In the absence of acknowledged

leaders of the strike it is believed

that the actual agitators are men

for whom Federal warrants as dis-

turbers are already in existence and

who are in hiding.

The effect on the Erie of the ad-

herence of the engineers and firemen

to the outlaw strike was that but

eleven out of 346 commuters' trains

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